



**Genesee County Metropolitan Planning Commission
Technical Advisory Committee (TAC)**

**Genesee County Administration Building
324 S. Saginaw St, Room 1014
Flint, Michigan 48502**

**Thursday November 6, 2025
1:30 P.M.**

AGENDA

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the September 11, 2025, Regular Meeting (attached)
- IV. Old Business
 - ***A. National Functional Classification (NFC) Revisions (attached)
 - B. 2025 Genesee County Master Plan Update (announcement)
- V. New Business
 - ***A. FY 2026- 2029 Transportation Improvement Program (TIP) Amendment #2 (handout)
 - ***B. 2026 Meeting Dates (attached)
 - C. Flint and Genesee County Strategic Trails Plan (presentation)
 - D. 2026 Safety Performance Measure Targets (attached)
 - E. FY 2025 Annual Status of TIP Projects (attached)
 - F. Federal Transportation Budget Updates (attached)
- VI. Other Business
- VII. Announcements
- VIII. Adjournment

*****Action Item**

NEXT MEETING – December 4, 2025, at 1:30 P.M.

GENESEE COUNTY TECHNICAL ADVISORY COMMITTEE
Thursday, September 11, 2025 1:30 p.m.

MINUTES

The Genesee County Technical Advisory Committee met at 1:30 p.m. on Thursday, September 11, 2025, in Board Room, Rm. #1014 of the Genesee County Administration Building, 324 S. Saginaw Street, Flint, Michigan, 48502.

I. CALL TO ORDER

Chairperson Khandker called the meeting to order at approximately 1:33 p.m.

II. ROLL CALL

Chairperson Khandker announced that a sign-in sheet would be used for today's official roll call. No verbal roll call was done.

Present: Abdul Khandker, Alex Patsy, Amber Abbey, Corey Jarbeau, Derek Bradshaw, Dylan Campbell, Ellen Glass, Larry Green, Lynn Markland, Melinda Johnson, Michelle King, and Robert Cole.

Absent/Excused: Adam Zettel, Andrea Schroeder, Andy Pickard, Brian Ulman, Chad Young, Chris Yeates, Coetta Adams, Connie Greene, Corwin Matthews, Dan Eashoo, Daniel Jenkins, David Dorr, Dennis McDonagh, Eric Johnston, Frederick Thorsby, James Slezak, Jay Reithel, Jeff Clark, Joseph Madore, Joseph Rizk, Karyn Miller, Mary Ann Price, Max Gierman, Michael Pifer, Neil Rankin, Olayinka Ajimoko, Paige DeHate, Rachel Stanke, Randall Naumann, Reggie Smith, Richard Bayus, Robert Bincsik, Rod McGaha, Scott Bennett, Sheri Wilkerson, Shirley Kautman-Jones, Spencer Lewis, Susan Weber, Thomas Spillane, Vadice Burgett, Vince Lorraine, and Wendy-Jean-Buhrer.

Others Present: Rick Johnson, Pam Blazo, Sarah Binkowski, Trevin Vincke, Cheryl Gregory, Sheila Taylor, Cody Roblyer, Kris Garris, McKenna Dutkiewicz, and Theresa LeFavour

III. MINUTES

*****A. Minutes of the July 28, 2025 Special Meeting**

Motion: Action: Approve, **Moved by** Ellen Glass, **Supported by** Robert Cole, to approve the minutes of the July 28, 2025 Special Meeting as presented. **Motion carried unanimously.**

IV. OLD BUSINESS

*****A. Safe Streets for All (SS4A) Safety Action Plan**

Mr. Cody Roblyer stated staff are close to completing the Safe Streets for All (SS4A) Safety Action Plan. The purpose of this plan is to identify and prioritize safety projects which can reduce crashes and improve transportation safety overall.

Pam and Sarah from AECOM made a presentation discussing the Safe Streets for All (SS4A) Safety Action Plan. The eight federal required components are included in the plan. Goals are discussed in the plan with a 2065 goal of zero related fatality and serious injuries. The 2035 mid-range goal is to reduce these by 25%. These goals were used to come up with recommendations to correct problem areas. Public and stakeholder engagements took place to receive feedback and recommendations. Online mapping tools and surveys were also provided for public involvement.

Ten years of data from crashes (2014-2023) were reviewed and broke down into intersections and segments. Each crash was weighted by severity. A high-injury network was created with less than 10% of the road network accounting for over ¾ of all fatal and serious injury crashes. Seven separate emphasis areas have been established. A prioritized project list has been created and is a requirement of the plan. A customized toolkit has been created for the plan which can be used for all locations.

Ten locations were chosen to do conceptual designs and modeling. Short-term and long-term recommendations were provided at these locations. Alternatives are also provided. Annual tracking and funding sources are discussed in the plan as well. Because this plan is complete, every community in the county is eligible for SS4A funding.

Discussion ensued.

Motion: Action: Approve, **Moved by** Robert Cole, **Supported by** Corey Jarbeau to approve the Safe Streets for All (SS4A) Safety Action Plan. **Motion carried unanimously.**

B. US-23 Study Update

Ms. McKenna Dutkiewicz introduced Cheryl Gregory from Rowe Professional Services to provide a presentation which highlighted the US 23 study plan.

The study highlights the patterns of traffic along a stretch of U.S. 23 from Bristol Road to the north to Owen Road to the south along with a 2-mile reach of each local street at each interchange along this corridor. The interchanges in the study are Hill Road, Grand Blanc Road, Thompson Road, North Road, Torrey Road, Silver Lake Road, and Owen Road. Traffic flow data is provided along the corridor and at the individual interchanges.

Different short-term and long-term solutions are provided for each of the interchanges along the corridor. Typical short-term solutions include signal timing adjustments and installing optical speed bars which slow traffic. Various long-term solutions are provided for each different interchange where necessary.

C. Proposed NFC Revisions Update

Mr. Kris Garris stated staff has received one National Functional Classification (NFC) Revision Proposal regarding Hickory St. in the City of Mt. Morris. Staff reviewed the proposal and NFC guidance and have received approval from the Transportation System Management (TSM) subcommittee on August 21, 2025. The proposal has been submitted to Michigan Department of Transportation (MDOT) with an expected determination by October. The proposal will then be sent to the Technical Advisory

Committee (TAC) and the Metropolitan Alliance for local approval and then to Federal Highway Administration (FHWA) for the final approval.

V. NEW BUSINESS

A. FY 25 PASER Update

Mr. Kris Garris stated staff has been collecting PASER information on all Non-Federal Aid roads in Genesee County with the assistance of the Genesee County Road Commission (GCRC). The collection is approximately 45% completed and expected to be completed in September 2025. After data has been collected, PASER reports for each community will be created.

B. FY 26 LAP Planning Guide

Ms. McKenna Dutkiewicz stated MDOT Local Agency Program (LAP) project schedule for Fiscal Year (FY) 2026 has been released and can be found included in the Agenda Packet. The FY 2026 officially begins on October 1, 2025. Staff will be contacting all road and transit agencies that have FY 2026 TIP projects to set up monthly meetings.

C. Roundabout Safety Outreach and Education

Mr. Cody Roblyer stated one of the items included in the safety plan is to provide education regarding roundabouts. Currently, staff are developing informational materials and will share educational posts on social media. Outreach will also include direct correspondence to local units of government including roundabout safety resources that can be provided to the community.

VI. OTHER BUSINESS

Ms. McKenna Dutkiewicz stated staff is currently working on the draft summary document for the Genesee County Master Plan. The Steering Committee will be reviewing this document in October, and staff will be looking for approval to move forward with public comment.

Ms. McKenna Dutkiewicz stated the State of Michigan has opened the Small Urban Call for Projects. Communication regarding information about the call for projects will be sent to eligible communities the week of September 14th.

VII. ANNOUNCEMENTS

Mr. Kris Garris stated Michigan Trails and Greenways Alliance announced that the third round of their catalyst fund grants are available. These grants provide up to \$5,000 in support for planning, feasibility studies, design and early-stage networks. Non-profits, friends of the trail groups and organizations working to plan, expand or improve trails in Michigan are eligible to apply.

Mr. Kris Garris stated last week the Silver Lake Road Pathway received engineer estimates 16% higher than the lowest bid. This project needs to be completed this year or grant

funds attached to the project will lapse. The City of Fenton then reached out to MDOT to request an increase in TAP allocation which was granted.

VIII. ADJOURNMENT

Chairperson Khandker adjourned the meeting at approximately 2:30 pm.

Respectfully submitted,

Theresa LeFavour
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kris Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: November 6, 2025

SUBJECT: National Functional Classification (NFC) Revisions

Every ten years after the United States Census urban area boundary adjustments are completed; the Federal Highway Administration (FHWA) guidelines require the state to lead and collaborate with local officials to review and update the National Functional Classification (NFC) of all public roads in Michigan. The NFC update process determines federal-aid eligibility of roadways. Act 51 road jurisdiction agencies (county Road Commissions, Cities, and Villages) may propose revisions to an NFC route under their jurisdiction; however, all NFC revisions are subject to final approval by FHWA. Typically, proposed NFC revisions primarily include roadways that have had large-scale economic development activities that greatly increased traffic on the roadway.

Staff received one (1) NFC Revision Proposal, from the City of Montrose for Hickory Street to be revised from a local road to a minor collector. Staff reviewed the proposal and NFC guidance, recommending approval from the Transportation System Management (TSM) subcommittee on August 21st, 2025 to send the revision proposal to MDOT. The proposal was approved and submitted to MDOT on August 29, 2025.

MDOT provided a determination of support for the proposed NFC revision of Hickory Street in the City of Montrose on October 28, 2025. At this time, staff is requesting a recommendation of approval to the Metropolitan Alliance for the NFC Revision of Hickory Street, to be submitted to MDOT and the Federal Highway Administration for final approval.

The remaining timeline for NFC Revisions can be found below:

- MDOT submits NFC revisions to FHWA for review - **January 2026**
- FHWA approvals (estimated) - **March 2026**

If you have any questions regarding the NFC Process, please reach out to Kris Garris at kgarris@geneseecountymi.gov or 810-766-6564.

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: November 6, 2025

**SUBJECT: FY 2026-2029 Transportation Improvement Program (TIP)
Amendment # 2**

This amendment package contains seven (7) changes to projects, adds three (3) new projects, changes one (1) GPA, and adds one (1) new GPA to the FY 2026 – 2029 Transportation Improvement Program.

The projects being amended are eligible for the funding programmed and meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding.

At this time, staff is recommending the approval of Amendment #2 as provided to the committee to the FY 2026-2029 Transportation Improvement Program from the Technical Advisory Committee to the Genesee County Metropolitan Alliance.

**NOTICE OF 2026 REGULAR MEETINGS
OF THE
TECHNICAL ADVISORY COMMITTEE**

The proposed meeting dates during 2026 of the Technical Advisory Committee are as follows:

January 8, 2026 (2nd Thursday)

February 5, 2026

March 5, 2026

April 2, 2026

May 7, 2026

June 4, 2026

July 9, 2026 (2nd Thursday)

August 6, 2026

September 3, 2026

October 1, 2026

November 5, 2026

December 3, 2026

The meetings will be held on the first Thursday of each month at 1:30 p.m., in Room 1014 of the Genesee County Administration Tower Building, 10th floor, 324 S. Saginaw Street, Flint, Michigan 48502. Official minutes of meetings are kept and available for public inspection at the office of the Genesee County Metropolitan Planning Commission, telephone: (810) 257-3010.

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Kristofor Garris, Planner
Genesee County Metropolitan Planning Commission

DATE: November 6, 2025

SUBJECT: 2026 Safety Performance Measure Targets

On October 14th, The Michigan Department of Transportation (MDOT) provided Metropolitan Planning Organizations (MPOs) with statewide safety targets for the calendar year 2026 as required to meet annual performance measure requirements of 23 CFR §490.105. The Genesee County Metropolitan Alliance (GCMA) previously adopted the 2025 Statewide Safety Targets last year. GCMA has until February 27, 2026, to either adopt the statewide targets or set our own local targets. The five statewide performance targets are listed below, with the baseline condition being 2020-2024.

Safety Performance Measure (5-year rolling average)	Baseline Condition (2020-2024)	Calendar Year 2026 State Safety Targets
Fatalities	1,107.8	1,094.7
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.165	1.100
Serious Injuries	5,758.2	5,744.5
Serious Injury Rate Per 100 million VMT	6.049	5.772
Non-Motorized Fatalities & Serious Injuries (Pedestrian and Bicycle)	749.2	789.8

Staff is in the process of reviewing local crash trends in Genesee County and will see how they relate to the statewide trends. Staff's recommendation on the 2026

Safety Performance Targets will be brought through this committee for approval in December. We have included the State safety targets and a letter from MDOT to the MPO.

Should you have any questions regarding these performance measures, please feel free to contact me at kgarris@geneseecountymi.gov or at (810)766-6564.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 14, 2025

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the calendar year (CY) 2026 national performance program state safety targets. MDOT appreciates your participation and contribution to the state target setting coordination process. The following state safety targets reflect those discussed in the target coordination session held on August 19, 2025.

Safety Performance Measure (5-year rolling average)	Baseline Condition	2026 State Safety Target
Fatalities	1,107.8	1,094.7
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.165	1.100
Serious Injuries	5,758.2	5,744.5
Serious Injury Rate per 100 million VMT	6.049	5.772
Nonmotorized Fatalities and Serious Injuries	749.2	789.8

In accordance with 23 CFR §490.105(f)(1), Metropolitan Planning Organizations (MPOs) shall establish safety targets no later than 180 days after MDOT establishes the state targets in the Michigan Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan’s HSIP annual report on August 31, 2025, and MPOs are required to report the metropolitan planning area CY 2026 safety targets to MDOT by February 27, 2026.

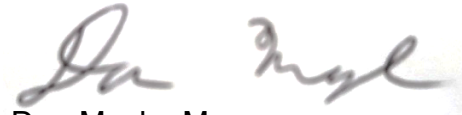
For each performance measure, MPOs shall establish targets for the metropolitan planning area by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant state target for that performance measure, or (2) committing to a quantifiable target for that performance measure for the metropolitan planning area [23 CFR §490.105(f)(3)]. For example, an MPO can elect to plan and program projects toward accomplishing state targets for two measures and develop quantifiable metropolitan planning area targets for the remaining three measures.

Metropolitan Planning Organization Director
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October 14, 2025

If an MPO elects to develop a quantifiable metropolitan planning area target for one or more safety measures, the MPO is required to coordinate the target development process with MDOT.

Thank you again for your commitment to improving traffic safety in Michigan. Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee at (517) 898-4875 or TravelbeeK@Michigan.gov. Questions regarding statewide planning processes should be directed to myself or John Lanum at (517) 243-3554 or LanumJ@Michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Mayle", is written over a light blue rectangular background.

Don Mayle, Manager
Statewide Planning Section

Enclosures

cc: J. Lanum, MDOT
D. Parker, MDOT
T. White, MDOT
J. Gutting, MDOT
E. Kind, MDOT
C. Newell, MDOT
G. Dawe, MDOT
K. Travelbee, MDOT
M. Toth, MDOT
A. Pickard, FHWA

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance- and out-come based program to achieve [national performance goals](#), including a safety goal to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Congress directed the U.S. Department of Transportation to establish performance measures in support of the national goals and in consultation with States, metropolitan planning organizations (MPOS), and other stakeholders. Reauthorizations since MAP-21 have reaffirmed the national goals and the supporting performance measurement and target requirements.

As directed by Congress, through rulemaking [[81 FR 13913](#) and [81 FR 13882](#)] the Federal Highway Administration (FHWA) codified the annual [Highway Safety Improvement Program](#) (HSIP) performance measurement and target requirements in [23 CFR Part 490, National Performance Management Measures, Subpart B](#). The purpose of safety performance measurement is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

The HSIP, legislated under [23 U.S.C. 148](#) and regulated under [23 CFR Part 924](#), is a core federal-aid program to achieve a significant reduction of fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety. The annual HSIP report communicates the annual safety performance targets to FHWA.

In coordination with FHWA, the National Highway Traffic Safety Administration (NHTSA) also codified MAP-21 safety performance measurement and target requirements as part of the annual [Highway Safety Plan](#) (HSP). The HSP is regulated by [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs. The HSP focuses on behavioral traffic safety programs working in concert with the HSIP infrastructure investments.

In 2016, the FHWA identified five safety outcome measures, as follows, and the FHWA and NHTSA selected three measures in common (number 1-3) requiring identical targets be developed and reported in the HSIP and the HSP, respectively.⁽¹⁾

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided substantive changes to [23 U.S.C. §402](#) Highway Safety Programs not limited to modifying the HSP from an annual to a triennial plan, and modified performance target requirements. The change in U.S. Code created conflict between HSIP and HSP regulations. Through rulemaking [[88 FR 7804](#)], NHTSA modified [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs effective March 2023, as directed by 23 U.S.C. §402. In January 2024, FHWA published an NPRM [[89 FR 4857](#)] to propose changes to 23 CFR §490, including potential paths to realign the HSIP and HSP for performance measurement. In May 2025, FHWA withdrew the proposed NPRM ([reference Secretary Duffy memo dated May 29, 2025.](#))

(1) On January 13, 2025 FHWA distributed a waiver of identical state safety targets for common measures for calendar year 2026.

STRATEGIC HIGHWAY SAFETY PLAN



Figure 1 - Relationship between the SHSP, HSIP and HSP

The Michigan [Strategic Highway Safety Plan](#) (SHSP) is legislated and regulated under the HSIP and spearheaded by the Michigan Governor’s Traffic Safety Advisory Commission (GTSAC) in coordination with public and private stakeholders. The SHSP is updated on a four-year basis, and each edition builds upon the previous versions to reflect current conditions and safety needs.

The SHSP provides the framework for all Michigan highway safety programs to work in concert to align and leverage resources and guide investment decisions to collectively address the state’s safety challenges.

The SHSP incorporates the [Safe System Approach](#) (SSA) to mitigate risks by building and reinforcing layers of protection to prevent crashes and minimize the harm caused when they do occur. The SHSP mission applies the SSA through statewide strategies to move Michigan [Toward Zero Deaths](#), as even one death is not acceptable.

The Michigan SHSP safety goal is to eliminate fatalities and serious injuries by 2050

TARGET SETTING COORDINATION

The National Performance Management Measures regulation, Subpart B, communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on

the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

The current annual timeline for establishing and reporting safety targets is as follows:

August 31: MDOT reports to FHWA statewide safety targets for all Michigan public roads, regardless of jurisdictional ownership, for the next calendar year through the HSIP.

February 27 (following year): MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual safety targets reflect the State of Michigan Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

In accordance with federal regulation, the safety target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five safety measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State’s targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will provide MDOT an official significant progress determination within 18 months following the Statewide target calendar year (e.g., in 2028 FHWA will provide MDOT a significant progress determination letter for 2026 safety targets). A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year for highway safety improvement projects (penalty).

There is no federal or state evaluation of significant progress toward MPO safety targets, nor is there a consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2025 MICHIGAN SAFETY TARGETS

Data

The [Fatalities Analysis Report System](#) (FARS) is to be used for fatality related measures, and [the State of Michigan Crash database](#) is used for serious injury related measures. The VMT is calculated annually from the [Highway Performance Monitoring System](#) (HPMS).

2025 Target Development

The 2025 State safety targets are guided by the SHSP Mission, Vision and Goal to eliminate fatalities and serious injuries on Michigan roadways by 2050.

Aligned with the goal of Zero by 2050, the 2026 targets are developed on a curved slope wherein targets established from the current 5-year rolling average initially decline more slowly than the straight-line approach, and gain momentum over the timeline as reduction strategies are implemented.

Calculation Steps

Reference [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#) guidance document.

The following steps were used by MDOT to calculate the baseline and establish the 2026 State targets. The steps outline the calculation for the annual and five-year rolling average of predicated fatalities, noting the same steps are utilized for all five safety performance measures.

Year	Annual Fatalities	5-Year Rolling Average Fatalities
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023	1,095	1,085.2
2024	1,099	1,107.8

1. Calculate the baseline. For establishing the 2026 targets, the 5-year average for the latest full year of data is 2024. The baseline 5-year average of annual fatalities is 1,107.8 (2020-2024).
2. Calculate the declining projection for 2025 annual fatalities and 5-year rolling average.
 - a. Multiply baseline (2024 actual performance) by 0.98814 = 1,086
 - b. Calculate the 5-year rolling average for 2021 through 2025 using the 1,086 declining projection for 2025 = 1,108.0
3. Calculate the declining projection for 2026 fatalities and 5-year rolling average.
 - a. Multiply 2025 projection by 0.98593 = 1,071
 - b. Calculate 5-year rolling average for 2022 through 2026 using 1,071 declining projection for 2025 = 1,094.7

Repeat steps for remaining four measures. The multiplication rate as demonstrated in Steps 2 and 3 above will change annually based on the most recent baseline and the number of years between the target year and 2050.

2026 Safety Target Summary (5-Year Rolling Average)

Number of Fatalities	1,094.7
Rate of Fatalities per 100M VMT	1.100
Number of Serious Injuries	5,744.5
Rate of Serious Injuries per 100M VMT	5.772
Number of Non-Motorized Fatalities and Serious Injuries	789.8

Targets Reported to FHWA 5-Year Rolling Average

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2018	1,003.2	1.020	5,136.4	5.230	743.6
2019	1,023.2	1.020	5,406.8	5.410	759.8
2020	999.4	0.970	5,520.4	5.340	735.8
2021	968.6	0.982	5,533.6	5.609	771.2
2022	1,065.2	1.098	5,733.2	5.892	791.6
2023	1,105.6	1.136	5,909.2	6.058	743.4
2024	1,109.2	1.152	5,785.0	5.999	710.8
2025*	1,098.0	1.113	5,770.1	5.850	728.3
2026*	1,094.7	1.037	5,744.5	5.457	789.8

Annual Crash Data

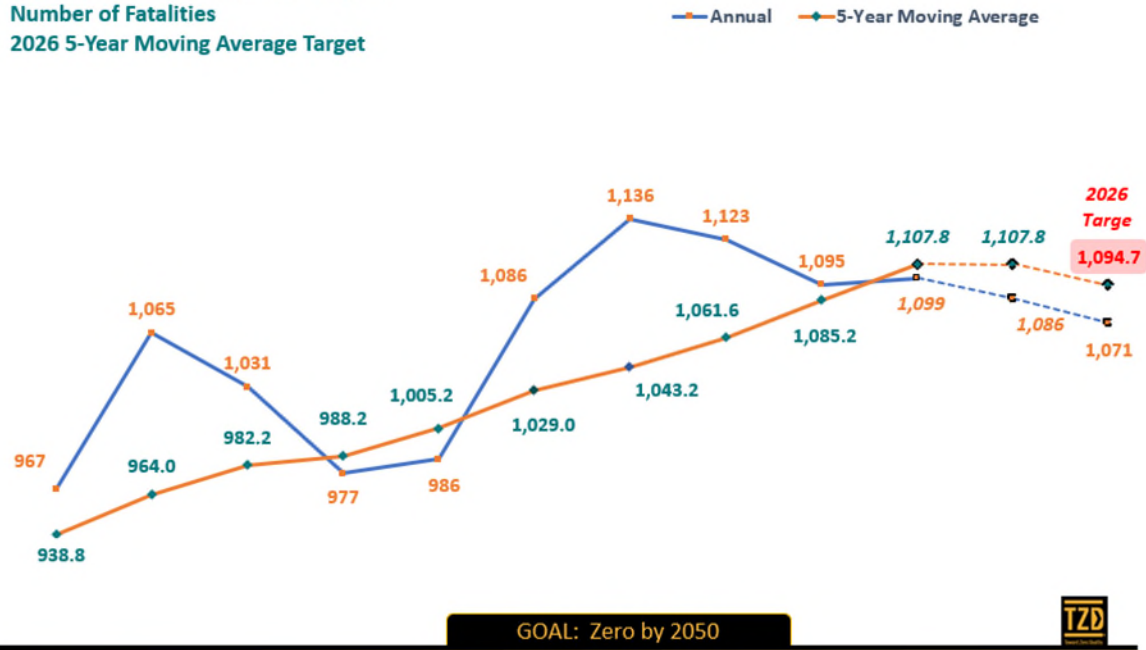
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.172	5,782	6.035	720
2023	1,095	1.114	5,816	5.917	785
2024	1,099	1.106	5,781	5.816	825
2025*	1,086	1.071	5,712	5.633	815
2026*	1,071	1.037	5,631	5.457	804

* 2025 and 2026 reflect calculated predicted outcomes using an accelerating decline curve from target year to 2050 in alignment with the ZERO goal communicated in Michigan’s Strategic Highway Safety Plan.

References:

- [Strategic Highway Safety Plan \(2023-2026\)](#)
- [Safety Performance Measure Final Rule \(23 CFR §490, Subpart B\)](#)
- [HSIP Final Rule \(23 CFR §924\)](#)
- [Planning Final Rule \(23 CFR §450\)](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule \(2023 Update\)](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Highway Safety Improvement Program/ Dashboard](#)

Highway Safety Improvement Program
Number of Fatalities
 2026 5-Year Moving Average Target

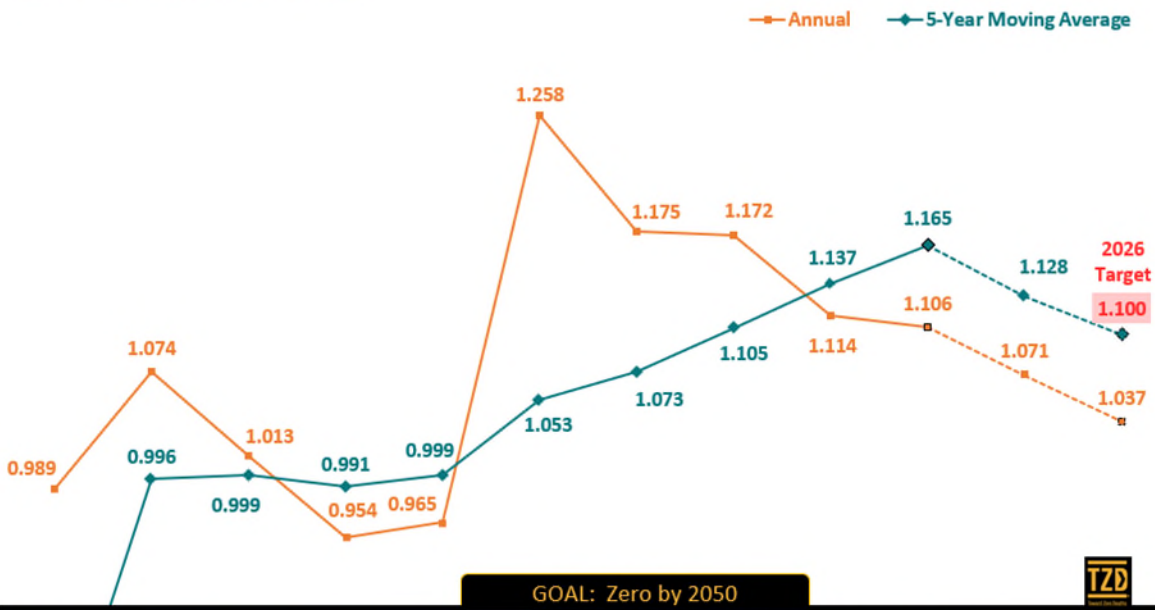


2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026

NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
 2026 5-Year Moving Average Target

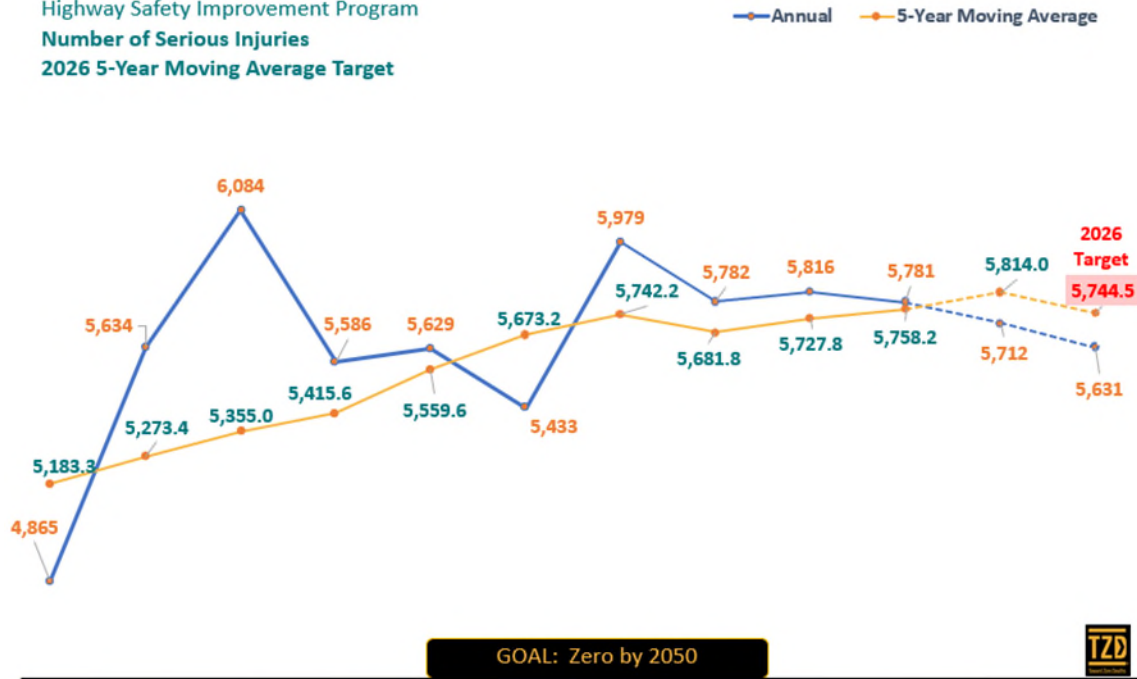


2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026

NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
 Number of Serious Injuries
 2026 5-Year Moving Average Target

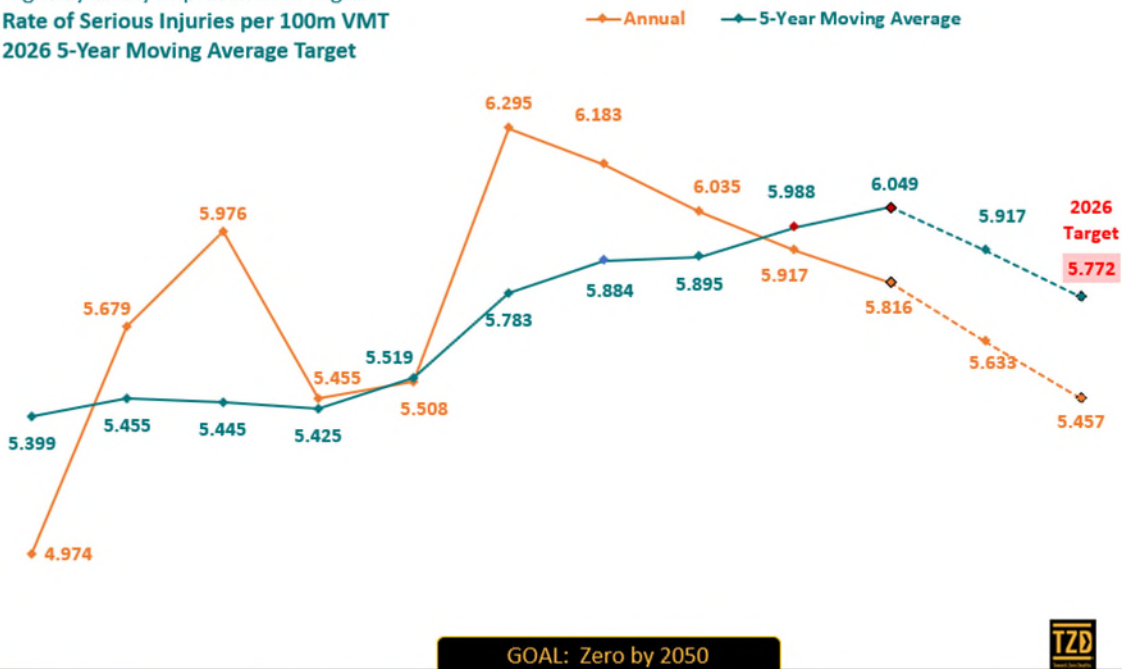


2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026

NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
 Rate of Serious Injuries per 100m VMT
 2026 5-Year Moving Average Target

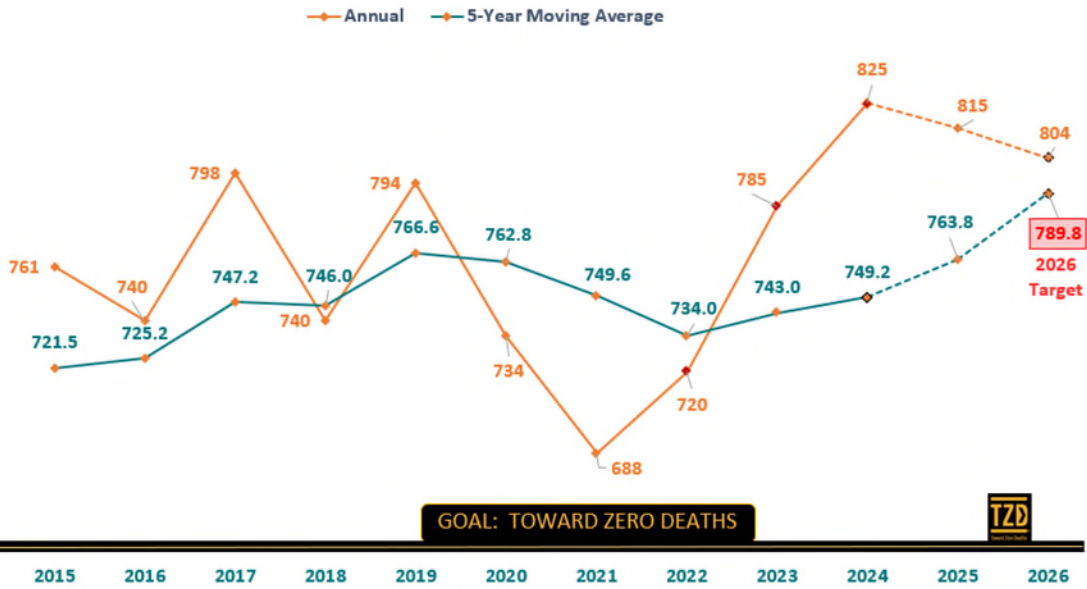


2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026

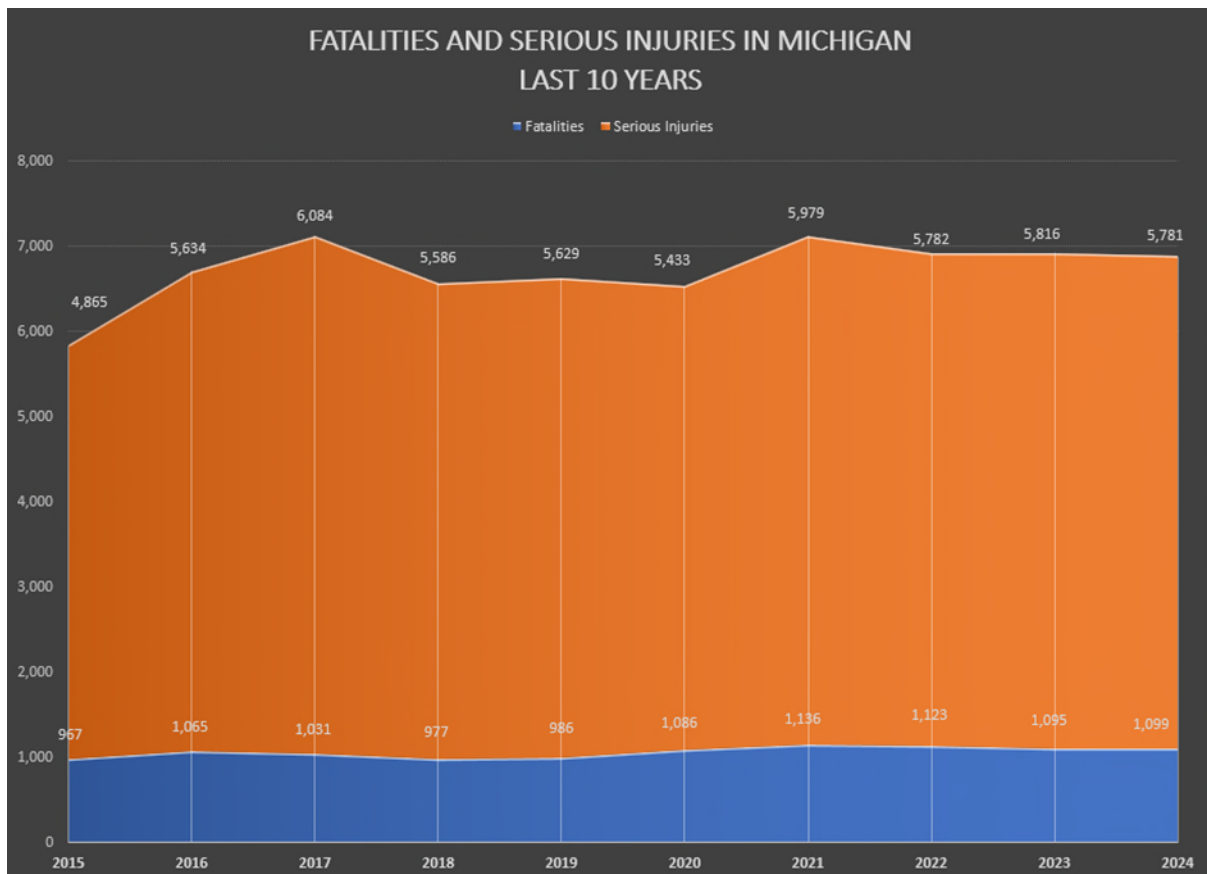
NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2026 5-Year Moving Average Target



NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).



RELATIONSHIP BETWEEN MICHIGAN'S SHSP AND OTHER SAFETY AND REGIONAL PLANS
 Modified from *Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives*

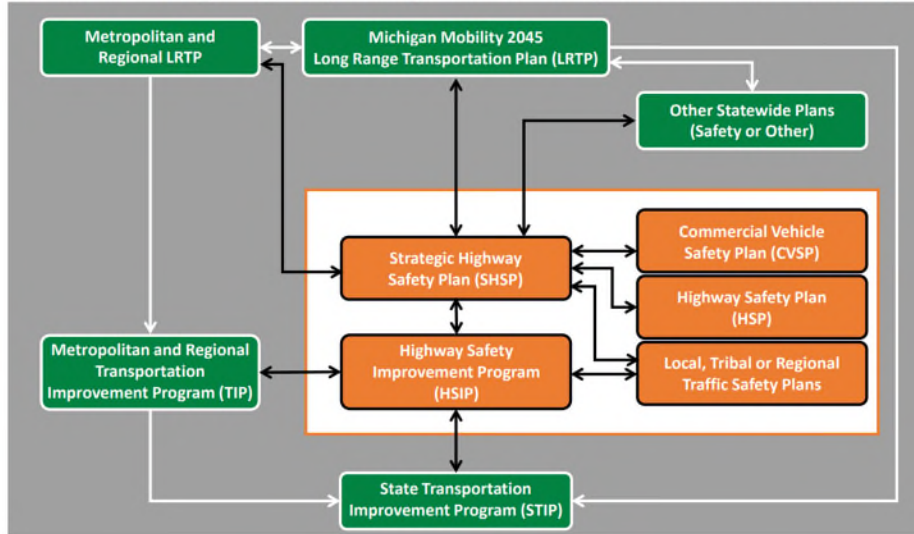


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)

MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: November 6, 2025

SUBJECT: FY 2025 Annual Status of TIP Projects

GCMPC is required to publish the status of the Transportation Improvement Program (TIP) projects within 90 days of the end of the fiscal year. A list of TIP projects that were obligated, let for bid, under construction, and/or completed during FY 2025 (October 1, 2024 through September 30, 2025) is attached.

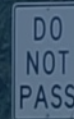
The projects are grouped under the type of transportation improvement performed by individual agencies and represent a \$71.8 million dollar investment into the Genesee County transportation network. These investments include: \$42.2 million in Bridge Work, \$94,475 in Commuter Services, \$7.4 in Non- Motorized Facilities, \$11.9 million in Road Restoration/Resurfacing, \$3.5 million in Safety, \$4.9 million in Transit Equipment, Facilities, and Services, and \$1.6 million in other improvements. The complete list of TIP projects is available for review on our website at <http://gcmnpc.org/wp-content/uploads/2025/10/Annual-TIP-list-2025.pdf>.

Please feel free to contact McKenna Dutkiewicz, planner at mdutkiewicz@geneeecountymi.gov or (810) 766-6562 with any questions regarding the Annual Status Report of TIP projects.

GENESEE COUNTY

ANNUAL LISTING OF OBLIGATED TRANSPORTATION PROJECTS

OCTOBER 2025



GENESEE COUNTY
METROPOLITAN PLANNING
COMMISSION



GENESEE COUNTY
METROPOLITAN ALLIANCE

INTRODUCTION

WHO WE ARE

The Genesee County Metropolitan Planning Commission (GCMPC) functions as staff to the Genesee County Metropolitan Alliance (GCMA), the Metropolitan Planning Organization (MPO) for the Flint-Genesee County area. The GCMPC provides staff resources, technical support, and services to assist Genesee County Municipalities with the needs and demands of a rapidly urbanizing county. Within the MPO area, there are 33 local units of government. The 2020 U.S. Census indicates that Genesee County, also the MPO boundary, had a population of 406,211.

TRANSPORTATION IMPROVEMENT PROGRAM

The Genesee County Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a four-year period by the state and local agencies that have a legal responsibility to build, operate, and maintain the state's highway, road, streets, and public transit systems. Federally funded expenditures are required by federal law to be consistent with the Long-Range Transportation Plan adopted in May 2020 and to be constrained to include only projects that we anticipated having enough revenue to complete.

ANNUAL LISTING OF OBLIGATED PROJECTS

Federal transportation legislation requires that each Metropolitan Planning Organization (MPO) publish an annual listing of federally funded transportation projects that were obligated in the preceding fiscal year. The following information is provided for Genesee County Transportation projects that were obligated, under construction, and/or completed during fiscal year 2025, from October 1, 2024 to September 30, 2025. Information on all transportation projects was compiled through MDOT's JobNet Project Programming and Obligation Software System.

The following pages include the required project listing by funding category, with cost sums for each category. The projects are grouped under the type of transportation improvement performed by individual agencies and represent an estimated **\$71,874,674 investment** into the Genesee County transportation network. There was an additional **\$36,756,337 investment** into the Genesee County transportation network from S/TIP exempt sources.

For more information about the Genesee County TIP, please visit our website at: <https://gcmpc.org/transportation-improvement-program/>

BRIDGE PROJECTS

Funding distributed through the bridge program helps reduce the number of structurally deficient, deteriorated, and functionally obsolete bridges through preventative maintenance and total reconstruction.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Burton	S Term St	0	Str. #2820 over Thread Creek	Bridge Capital Preventative Maintenance	\$45,500	\$36,400	\$30,572	\$5,828
	Citywide	0	Various locations	Bridge Capital Preventative Maintenance	\$316,000	\$252,800	\$256,076	(\$3,276)
Genesee County Road Commission	W Baldwin Rd	0	Str #2704, over Swartz Creek	Bridge Replacement	\$1,662,000	\$1,329,600	\$1,095,660	\$223,940
	Center Rd	0	Str #2747, over Thread Creek	Bridge Replacement	\$1,662,000	\$1,329,600	\$1,211,213	\$118,387
	North Rd	0	Str #2781, over the Shiawassee River	Bridge Replacement	\$1,540,000	\$1,232,000	\$1,127,658	\$104,342
MDOT	I-69	0	16 structures on I-69	Deck Replacement and Deep Overlays	\$36,993,775	\$33,294,398	\$33,337,094	(\$42,696)

TOTAL

\$42,219,275

\$37,474,798

\$37,058,273

\$459,221

* "Federal Funds Programmed" refers to the amount of Federal Funds identified in the Genesee County TIP

** "Federal Funds Obligated" refers to the amount of actual Federal funds contracted for a project

*** Dollar figures in () indicate a negative value

**** "Estimated Total Project Cost" includes all Federal, State, and Estimated Local dollars allocated to a project.



COMMUTER SERVICES

The commuter services programming offers alternative transit resources and rideshare opportunities to Genesee County residents through Genesee County's Rideshare Educational program and through MDOT's MichiVan local transit services.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost ^{****}	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
Genesee County Metropolitan Planning Commission	Areawide	n/a	Genesee County	FY 2026 GCMPC Rideshare	\$50,000	\$50,000	\$50,000	\$0
MDOT	MichiVan Program	n/a	Areawide	FY 2026 MichiVan Program - Genesee County	\$47,745	\$47,745	\$47,745	\$0
TOTAL					\$94,745	\$94,745	\$94,745	\$0

NON-MOTORIZED FACILITIES

The purpose of the Non-Motorized program is to develop an interconnected network of non-motorized facilities and improve social, health, and economic benefits for all Genesee County Communities.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost ^{****}	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Fenton	Silver Lake Rd	1.9	Jennings Rd to E. Broad St	Construct New Silver Lake Rd Connector Trail Multiuse Path	\$5,383,977	\$4,496,504	\$3,562,897	\$933,607
Genesee County Road Commission	Embury Rd	1.3	Grand Blanc Rd to Cook Rd & Embury Rd to Dort Hwy	Construct New Separated Pathway	\$1,693,200	\$1,186,200	\$1,186,200	\$0
City of Linden	Stan Eaton Dr	0.6	Hyatt Ln and Bridge St	Sidewalk/pathway construction near school	\$401,665	\$401,665	\$401,665	\$0
TOTAL					\$7,478,842	\$6,084,369	\$5,150,762	\$933,607

* "Federal Funds Programmed" refers to the amount of Federal Funds identified in the Genesee County TIP

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ROAD RESTORATION/REHABILITATION PROJECTS

The Road Restoration/Resurfacing program provides funding for local agencies to improve surface and structural condition of roadways, as well as to eliminate issues with cracking, rutting, and faulting.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Burton	N Genesee St	1.0	Davison to Potter Rd	Concrete pavement rubblize & resurfacing	\$866,655	\$672,180	\$541,222	\$130,958
	S Grand Traverse St	0.5	Bristol Rd to Hemphill Rd	Concrete joint and base repair, HMA overlay	\$735,517	\$570,469	\$534,743	\$35,726
City of Grand Blanc	S Saginaw St	0.9	Grand Blanc Rd to N. Grand Blanc City Limits	Mill and one course asphalt overlay	\$418,692	\$237,525	\$282,091	(\$44,566)
City of Linden	Broad St	0.6	Hickory St to Ripley Rd	Cold mill of existing HMA pavement	\$481,250	\$385,000	\$312,532	\$72,468
	E Broad St	0.5	Bridge St to Hickory St	Mill and one course asphalt overlay	\$657,659	\$510,082	\$532,481	(\$22,399)
Genesee County Road Commission	Green St	1.1	Gale Rd to Ridge Rd	HMA paving of gravel roadway	\$1,200,000	\$345,000	\$345,000	\$0
	Grand Blanc Rd	4.4	200 ft west of Elms Rd to Torrey Rd	Cold milling at curb and gutter sections	\$1,245,983	\$715,425	\$466,973	\$248,452
	N Fenton Rd	3.4	200 ft south of Eden Garden Dr to 300 ft south of Cook Rd	HMA cold mill and resurfacing	\$981,680	\$693,936	\$423,446	\$270,490
	W Grand Blanc Rd	0.5	US-23 to Str 2709 over Swartz Creek	Asphalt pavement repair	\$478,941	\$367,075	\$228,719	\$138,356

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**** "Estimated Total Project Cost" includes all Federal, State, and Estimated Local dollars allocated to a project.

ROAD RESTORATION/REHABILITATION CONT.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
Genesee County Road Commission	N Genesee Rd	0.3	Northern Burton City Limits to Richfield Rd	Road Reconstruction	\$786,087	\$379,768	\$457,813	(\$78,045)
	N Belsay Rd	0.1	Richfield Rd to Shamrock Dr	Road Reconstruction	\$306,962	\$167,696	\$179,661	(\$11,965)
	Van Slyke Rd	0.1	Bristol Rd to 560' N of Bristol rd (near GM facility driveway)	Road Reconstruction	\$423,197	\$216,051	\$253,555	(\$37,504)
	N Clio Rd	1.0	Coldwater Rd to Stanley Rd	Road Reconstruction	\$2,850,840	\$2,039,749	\$2,039,749	\$0
	Seymour Rd	1.1	Reid Rd to Hill Rd	Asphalt Pavement Repair	\$510,000	\$210,933	\$323,947	(113,014)
TOTAL					\$11,943,463	\$7,510,889	\$6,921,932	\$588,957

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SAFETY

The purpose of our Safety program is to provide funding to infrastructure that reduces and eliminates potential motor vehicle and non-motorized crashes, injuries, and fatalities.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
Genesee County Road Commission	Torrey Rd	0.3	At Grand Blanc Rd	HMA resurfacing, pavement markings, lane tapers	\$100,000	\$80,000	\$2,212,841	(\$215,219)
	N Belsay Rd	0.6	At Carpenter Rd	Install solar flashers onto signs	\$28,000	\$25,200	\$29,939	(\$4,739)
	N Irish Rd	0.6	At Davison Rd	Traffic Signal Modernization	\$250,000	\$225,000	\$243,000	(\$18,000)
	W Wilson Rd	0.3	At Clio Rd	Intersection Improvements	\$450,000	\$270,000	\$288,000	(\$18,000)
	N Irish Rd	0.2	Court St to McDermitt Dr	Widen center left turn lane & resurfacing	\$500,000	\$400,000	\$416,000	(\$16,000)
MDOT	Regionwide	2.8	All trunkline routes of GCMPC MPO	Permanent pavement marking application on trunkline	\$2,219,580	\$1,997,622	\$2,212,841	(\$215,219)
	Regionwide	3.2	All trunkline routes of GCMPC MPO	Pavement marking retroreflectivity readings on trunkline	\$11,970	\$10,773	\$11,588	(\$815)
TOTAL					\$3,559,550	\$3,008,595	\$3,267,006	(\$258,411)

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 ** "Federal Funds Obligated" refers to the amount of actual Federal funds contracted for a project
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TRANSIT

Funding distributed through the transit program helps reduce the percentage of vehicles, equipment, and facilities that are past the useful life benchmark to maintain current operations.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
MTA	Transit Capital	n/a	Areawide	5339 — CTF	\$950,803	\$760,642	\$760,642	\$0
	Transit Capital	n/a	Areawide	5310 — Expansion Vans	\$434,358	\$347,486	\$347,486	\$0
	Transit Operating	n/a	Areawide	5311 Operations	\$3,519,620	\$1,759,810	\$1,759,810	\$0
TOTAL					\$4,904,781	\$2,867,938	\$2,867,938	\$0

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** "Federal Funds Obligated" refers to the amount of actual Federal funds contracted for a project

*** Dollar figures in () indicate a negative value

**** "Estimated Total Project Cost" includes all Federal, State, and Estimated Local dollars allocated to a project.



MISCELLANEOUS

Projects listed in the Miscellaneous project section consist of Agencies that funded the Preliminary Engineering (PE), Right of Way (ROW), Advance Construction Conversion (ACC), or Operations (OPS) phase of their projects. These projects do not include construction, but include funding for preparing projects and for reimbursement.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Clio	N Mill St	0.5	Vienna St to Field Rd	Mill with asphalt resurfacing (ACC)	\$279,942	\$248,276	\$279,942	(\$31,666)
	S Mill St	0.7	Vienna St to Southern City Limits of Clio	Mill and one course asphalt overlay (ACC)	\$276,262	\$276,262	\$276,262	\$0
Genesee County Metropolitan Planning Commission	Air Quality Awareness	0	Genesee and Lapeer Counties	Public outreach and education activities for FY 2026 (OPS)	\$62,500	\$50,000	\$50,000	\$0
Genesee County Road Commission	Seymour Rd	1.0	Grand Blanc Rd to Reid Rd	Asphalt Reconstruction (ACC)	\$587,232	\$530,724	\$587,232	(\$56,508)
	W Grand Blanc Rd	0.2	Torrey Rd to US-23	Additional Lane(s) less than 0.5 miles	\$275,000	\$0	\$0	\$0
MDOT	M-54	0	M-54 over Blackmore and Alpine Drain	Culvert Replacement (ROW)	\$20,000	\$16,370	\$16,370	\$0
	TSC-wide	0	3 locations in the Davison TSC Area	Modernize signalized intersections	\$170,082	\$170,082	\$170,082	\$0
TOTAL					\$1,671,018	\$1,291,714	\$1,379,888	(\$88,174)
GRAND TOTAL					\$71,874,674	\$58,336,048	\$56,743,544	\$1,592,504

* "Federal Funds Programmed" refers to the amount of Federal Funds identified in the Genesee County TIP
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 **** "Estimated Total Project Cost" includes all Federal, State, and Estimated Local dollars allocated to a project.

PERFORMANCE MEASURES

GCMA implements statewide performance goals into the Transportation Improvement Program and Long Range Transportation Plan for Genesee County. Obligated/completed projects are evaluated to determine how the project contributes towards the performance goals, as well as to illustrate spending for each performance category.

FY 2025 Performance Measure Category Spending Summary		
Performance Measure Category	Amount Programmed	Impact on Condition
Safety/Non-Motorized	\$10,708,474	Reduce potential for motor vehicle crashes and non-motorized crashes, injuries and fatalities
Pavement Preservation	\$13,086,899	Improve surface condition and International Roughness Index (IRI), eliminate issues with cracking, rutting and faulting
Transit	\$4,904,781	Reduce percentage of vehicles, equipment and facilities that are past useful life benchmark
Bridges	\$42,239,275	Reduce number of structurally deficient and functionally obsolete bridges
System Performance/ Congestion	\$935,245	Improve freight movement, reduce traffic congestion and associated user delay costs
Total	\$71,874,674	

TIP EXEMPT PROJECTS

There were many projects in 2025 in Genesee County that were not part of the Genesee County TIP. Certain fund types, such as but not limited to; State Category B funding, Rail Crossing Funds, State CTF Transit funding, etc. are considered to be S/TIP exempt. While not listed in the TIP, it is important to note the overall investment in Genesee County. Listed below are projects that are TIP exempt:

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
City of Flushing	Citywide	1.1	Various Streets	Pedestrian crossing signs and signals	\$44,356	\$0	\$0	\$0
City of Grand Blanc	Belsay Rd	0.04	Perry Rd to Riverbend Dr	Road rehabilitation	\$200,075	\$0	\$0	\$0
Grand Trunk Western RR	Miller Rd	0	At GTW railroad in Swartz Creek	Install new crossing surface	\$204,963	\$0	\$0	\$0
Lake State Rail Company	E Stanley Rd	0	At Lake State Railway in Genesee Township	Install new crossing surface	\$124,724	\$0	\$0	\$0
	E Bristol Rd	0	At Lake State Railway in Burton	Install new crossing surface	\$82,135	\$0	\$0	\$0
	E Grand Blanc Rd, Reid Rd	0	At Lake State Railway in Grand Blanc	Upgrade flashers to 12" LEDs-material only	\$30,000	\$0	\$0	\$0
MTA	Transit Operating	0	Areawide	SP05-Local Bus Operating	\$12,184,987	\$0	\$0	\$0
	Transit Operating	0	Areawide	SP09-Specialized Services	\$332,182	\$0	\$0	\$0
	Perry Rd	1.1	Mancour Dr to Grand Blanc East Middle School	Construction of 10 ft wide path	\$200,000	\$0	\$0	\$0
MDOT	Thompson Rd	0.6	Jennings Rd to Torrey Rd	Roundabout reconstruction	\$990,000	\$0	\$0	\$0

TIP EXEMPT PROJECTS CONT.

Responsible Agency	Project Name	Length	Limits	Project Description	Estimated Total Project Cost****	Federal Funds Programmed*	Federal Funds Obligated**	Federal Funds Remaining***
MDOT	Regionwide	0	Str 2471, 2486, 2520, 2551, 2566,2628,2629,2631	Superstructure repair-steel	\$3,556,294	\$0	\$0	\$0
	I-69 W	0.9	I-69 W and I-475 Interchange	New sound wall construction	\$16,060,172	\$0	\$0	\$0
	M-54	0	M-54 over Blackmore and Alpine Drain	Culvert Replacement	\$2,683,819	\$0	\$0	\$0
	US-23	0	Fenton Rest Area North to Lahring Rd	Water main connection to Genesee County Drain Commission	\$40,000	\$0	\$0	\$0
TOTAL					\$36,756,337	\$0	\$0	\$0





GENESEE COUNTY
**METROPOLITAN PLANNING
COMMISSION**

324 S Saginaw St | Suite 8D

Flint, MI 48502

Phone : (810) 257-3010

**[http://gcmprc.org/wp-content/
uploads/2025/10/Annual-TIP-list-2025.pdf](http://gcmprc.org/wp-content/uploads/2025/10/Annual-TIP-list-2025.pdf)**



MEMORANDUM

TO: Members of the Genesee County Technical Advisory Committee

FROM: McKenna Dutkiewicz, Planner
Genesee County Metropolitan Planning Commission

DATE: November 6, 2025

SUBJECT: Federal Transportation Budget Updates

Fiscal Year 2026 Allocation

Updated FY 2026 allocation estimates for Genesee County were released by MDOT in mid-October. Annually, MDOT reviews estimated funding for each region across the state to ensure an accurate budget. Overall, Genesee County saw a minor increase in allocation across all programs. These changes will not have a major effect on projects that are currently programmed in 2026.

Obligation Limitation of Federal Funding

Due to the Federal Government shutdown, neither an appropriations act or a continuing resolution have been enacted for FY 2026. Typically, these measures allow federal agencies to spend and distribute federal funds within the current fiscal year. Despite not having these measures, FHWA has advised MDOT that transportation project obligations can still occur at a limited level based on the estimated programming for FY 2026 under the Infrastructure Investment and Jobs Act (IIJA).

Staff will continue to review federal and state legislation and notices to stay informed of any changes to any funding limitations or an appropriations act. If there are any questions regarding the FY 2026 allocation estimates or the current obligation limitation, please contact McKenna Dutkiewicz at mdukiewicz@geneseecountymi.gov or at (810) 766 -6562.